

A regulation change requiring FAR Part 91 operators to install new transponders makes no sense, answers no known threat and serves only to increase a cost burden already close to prohibitive.

As the owner of a small company, use of our aircraft is limited to business and personal flights carrying only individuals personally known to us. Our aircraft is not used for hire, is not used to carry strangers or hitchhikers, and is not available for use by persons unknown to us.

This is also the case for Part 91 operators across the nation -- they carry only people known to them through business or personal contact, not strangers.

Requiring the expenditure of several thousand dollars per aircraft would serve only to discourage continued general-aviation flight by many owners of aircraft of low dollar value. Such discouragement would serve to further inhibit the use of private aircraft beyond the daily inhibitions and discouraging acts imposed on lawful U.S. citizens in the name of "homeland security."

With no real potential benefit and only costs and discouragement the result, requiring owners of aircraft operated solely under FAR Part 91 to equip with so-called "anti-hijacking" transponders will do nothing to prevent the hijacking of a private plane. And in the event of the theft of a private plane, the installation of such a transponder would do nothing to improve public safety or homeland security.

My company and I urge the FAA to reject this ill-founded proposal for application to the general aviation fleet. The need does not exist; the public safety will not be enhanced; and only damage to owners of the smallest aircraft can result from this impotent proposal.